

The Man Who Sailed for the North Pole

NOT one man in a hundred believed that Hawker and Grieve lived, yet they were "lost" less than a week. It was years before the Swedish government gave up hope of finding Salomon August Andree, scientist and explorer, who started from Dane Island, near Spitzbergen, on July 11, 1897, on a balloon quest of the North Pole.

His big balloon "Le Pole Nord" never has been found; nor have the three adventurers who tried to find the top of the world on the wings of friendly air currents. The recent Hawker-Grieve episode contributed to the history of aerial exploration recalls Andree's flight, and "The Kansas City Star" says:

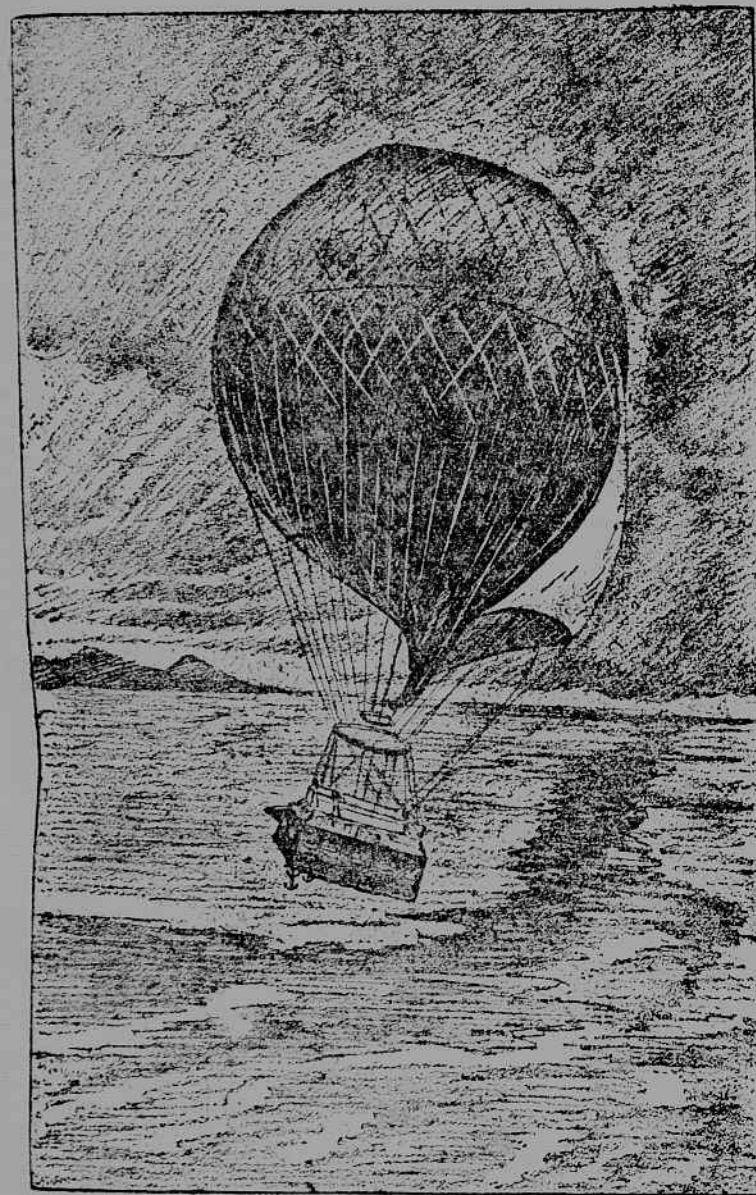
"Both the expedition of Andree and his companions and that of Hawker and Grieve were born of the same spirit of forlorn hope—a willingness to dare death with a slender chance of achieving a great adventure. A short time before Andree made his flight he was asked what would happen if contrary currents caught his bag and dropped him down in the Polar sea, and he answered:

"Well, I guess, in that case I'll drown! And when his will was opened, according to his own instructions, three years after his departure, it was found he had sailed away on his

to be done by tacking as a boat is tacked on the water."

There were months of waiting on Dane Island, near Spitzbergen, for a favorable southern wind and then—"the three daring sailors of the air cut loose the balloon from its moorings Sunday, July 11, 1897. At the very start it seemed that disaster was about to overtake the venture. The balloon floated low and sluggishly before a south wind, then suddenly, without apparent cause, it dipped down and almost touched the sea. Ballast was frantically flung from the basket and in a few minutes the balloon shot upward and it was not long before it was lost to sight beyond the serrated range of icy mountains that rose as a barrier between Spitzbergen and the distant goal of the adventurers 617 miles away in the heart of the frozen Northland. From that hour to the present nothing was ever seen of the balloon or its occupants and only unverified rumors have ever come back to account for the probable fate of the three brave men who placed honor and glory above the fear of death.

"As a means of communication, Andree had carried with him several carrier pigeons and a number of specially constructed aerial buoys to which were attached cylinders in which messages could be inclosed and sealed. Four days after Andree had sailed a carrier pigeon was shot on



"Le Pole Nord," the balloon in which Andree and his companions sailed away to oblivion twenty-two years ago

—From The Kansas City Star

aerial voyage with a presentiment of death. When Hawker was asked, before his flight, whether he expected to get any sleep on his trip across the ocean, he said: 'Perhaps not, but I may get a long sleep at the end of it.'

His Own Ideas.

"Andree was not only a balloonist of unusual skill, but he was also a scientist and a member of the Swedish International Polar Expedition of 1882 and 1883, and was well acquainted with the difficulties and dangers of polar expeditions. He had his own ideas about reaching the then unachieved goal of the ages and had given years of study to the feasibility of using the air instead of the ice-bound seas and lands as a shorter and speedier route to the Pole. He had observed that at certain seasons of the year a steady current of air floated toward the north country. Would it not be easier, then, asked Andree, for a well equipped balloon to set sail in this current of air, float over the Pole, descend and take observations and then wait for a southern current to return to a waiting world? This, it will be remembered, was in the days when airplanes and even dirigible balloons were yet in the embryonic stage of experimentation.

"The necessary funds for Andree's expedition were furnished by King Oscar II of Sweden and some private subscribers. The balloon, named Le Pole Nord, was manufactured with great care by M. Lachambre of Paris. It was made of three thicknesses of varnished silk, the sack seventy-five feet in length, while the car and observation platform gave an additional length of twenty-two feet below. The basket was made of wickerwork, lined with silk to keep out the wind. It was five feet deep and six and a half in diameter, and was designed for a sleeping apartment, one of the aeronauts to occupy it at a time. The steering apparatus consisted of two parts, the sails and guide ropes, the former suspended from a ring outside the guide ropes. The sails were rigged from a bamboo yard arm and the steering was

board the whaler Aiken in the North Sea, carrying the following message in Andree's handwriting:

"July 13, 12:30 o'clock noon. Latitude, 82 degrees, 2 minutes; longitude, 15 degrees, 5 minutes, East. Good speed eastward, 10 degrees to south. All well on board. This is the third pigeon post. ANDREE."

"This message indicated that in forty-four hours after starting the balloon had only made 187 miles of the 617 necessary to complete the trip to the Pole. No other pigeon message was ever received. September 9 one of the aerial buoys, a large one called the North Pole Buoy, as it was destined to be dropped when the goal was reached, was found by the master of a Norwegian sloop off the shore of King Charles Land, but no trace of any document was found in the cylinder when it was opened at Stockholm. From this fact it was believed by the experts that all the buoys had been dropped overboard as ballast."

The Search

More than a year elapsed before the Swedish government equipped and sent out three searching expeditions, but no physical traces of the missing aeronauts ever were found. Rumors were followed to their sources, with no tangible results.

Concluding:

"Twice it was reported that Andree's body had been found, but neither of the statements was substantiated. In July, 1902, a circumstantial story was received from a Church of England clergyman named Doctor Farley, on his arrival in Winnipeg, after a sojourn at York Factory, a Hudson Bay post in Northwest British Territory. He stated that it was currently rumored in the north country that about the year 1897 a tribe of Esquimaux that lived about 1,800 miles north of York Factory saw the Andree balloon alight on a plain of snow. Three men emerged from the balloon, which the Esquimaux called a

Paralleling Hawker in 1912

THE flight of Harry G. Hawker recalls a fiction flight across the ocean which was made by William McFee in his novel, "Aliens," published last year, but conceived by McFee in 1912. McFee did not write his novel for the purpose of predicting a transatlantic flight, but the flight is almost identical with the flight of Harry Hawker, with the exception that the aviator crosses from England to America. Not only does this irresponsible Carville, who is only a wild spirit conceived in order to torment his steadier brother, fly the ocean, but he does so under the auspices of a London newspaper proprietor, a Lord Cholme, and he makes excellent use of the wireless telephone—all in 1912-13. Really quite remarkable, all around.

The following quotation will indicate how curiously Mr. McFee has paralleled Harry Hawker:

"All this is more or less apropos of Mr. Francis Lord's (the flying name of Frank Carville) arrival in New York after having crossed the Atlantic in a seaplane. As a matter of fact, Mr. Francis Lord was making for Key West, when what is called engine trouble (probably solder in the filter) caused him to descend to the surface of a perfectly smooth sea. The weekly mail boat from Belize to New York was speeding up the Florida channel when the officer of the watch made out a large triplane ahead of him. It was apparently trying to rise, but without success. The course of the steamer was altered to bring her more in the way of the machine. Just as they were approaching the triplane rushed across their bows, slid down sideways, completely submerging the right hand planes. The ship was stopped and a boat lowered. According to the laconic report of the commander, who seemed more anxious to claim a record for his boat crew than to share the glory of saving an eminent aviator's life, they had the boat up and were under way again inside of eighteen minutes."

The flight of the fictitious Mr.

Francis Lord was press-agented by the eminent, fictitious British journalist, Lord Cholme, in the following manner:

"The astute Lord Cholme had provided a press agent. This gentleman, we heard long afterward, was in the van of a gigantic film-drama depicting the Conquest of the Atlantic. On hearing of his principal's arrival on a steamer, he took the next train north, and from the moment he reached Mr. Francis Lord's hotel on Fifth Avenue, Mr. Francis seemed lost to view."

The route which the press agent described was somewhat like that of the NC-4: "Barometer's been steady now all over the Atlantic, so he's gone south—Madeira, Azores, Barbados, and so on. Hits America in Florida, maybe, where it's easy landing among all them bayous and swamps."

At the same time Mr. McFee made a Swiss who was trying to beat Mr. Francis Lord's flight by going from Lake Geneva to Lake Erie.

A curious parallel in this novel, which Doubleday, Page & Co. published in 1918, after it had been rejected many times by other companies, is presented in a discussion between the narrator of the story—it is told in the first person—and the friend with whom he lives in New Jersey. They are arguing about the failures of Mr. Lord and his press agent to attract the attention of the American press and people:

"But," I argued mildly, 'what could he do? Do you propose he should hire a theatre and exhibit himself? Why should he want to be advertised?' "You miss the whole point," he retorted. 'Why did Whistler wear that white lock of hair of his? Why did Wilde start that Green Carnation stunt? Why did Chamberlain wear a monocle, or Gladstone big collars? It was simply to fix their personalities in the public mind. If you've done a big, wise thing the public won't take any notice of you unless you do some little, silly thing.'"

Hawker's little, silly thing consisted of dropping his landing car-

riage into the ocean, and the public responded with more admiration than if he had actually succeeded in landing at Brooklands. The significance is that Mr. McFee, as well as being a novelist of the very highest merit, is also a judge of publicity.

The use of the wireless telephone, or "aerophone," as McFee calls it, enters the novel twice, once in a flight of his aviator from England to Germany. Lord Cholme's account of this remarkable feat in "The Morning," his largest newspaper, is given under the following head:

Aerophone Message From Carville; Over Heligoland. Alarm in Germany.

The following is the fictitious newspaper account which McFee put in the words of Lord Cholme: "The empire can no longer afford to pass by one of her most brilliant sons. In the light of his magnificent achievement, the daring of a Peary, the nerve of a Shackleton, the indomitable persistence of a Marconi, dwindle and fade. We do not hesitate to say that since the capture of Gibraltar the empire has secured no such chance for consolidating her paramountcy in Europe. The present is no time for hesitation or delay. Mr. Carville is master of the situation. By his message from the air, 3,000 feet above Heligoland, in full view of German territory, to the office of 'The Morning,' he has demonstrated the efficiency of his machine. If that is not sufficient, Mr. Carville's next journey will convince Europe, if not England. If the pettifogging Radical government turn a deaf ear to our brilliant correspondent, if they ignore his claim and chaffer in any commercial spirit with his accredited agents, their days are numbered. It is hardly too much to say that the days of the empire are also numbered."

If McFee has not depicted Lord Northcliffe numbering the days of Lloyd George, we do not know who ever will give a perfect picture of that great political controversy.

The following scene illustrates the

use of a wireless telephone by which one of the minor characters in this novel talks to the remarkable Carville, while the latter is in the air. He is telling the story in a letter to his relatives in America, who are the main spokesmen of the novel:

"How high is he?" I asked, casually, and it was like a match to tinder. D'Aubigne's battered, sensual old face lighted up, and he cackled: 'How high? How do I know? Come. We will ask him!' As you may imagine, I nearly fell over in my surprise. He led the way to a hut on which a tall tripod carried an aerial. There were no windows, and it appeared to be a kind of sound-proof call box, which, indeed, it was. We went in, and as the doors closed a cluster of three green lights, very small but of extraordinary brilliance, showed up above a set of instruments. D'Aubigne sat down and put a pair of receivers to his ears. I could just see a triangular hole in front of him. He began to pull plugs, and presently he laughed and said: 'Comment!' And laughed again. Then 'A gentleman wishes to know your altitude at this moment. What is the reading?' Silence, and then, 'Four thousand metres.' 'Sol Wait!' He got up and offered me the receivers. I sat down and put them on, and immediately seemed to be in the midst of the wildest uproar. It was like kettle-drum playing in a high wind. I could distinguish the thunder of the 'exhausts, for there were two engines, and one of them was missing badly and making noises like gunshots. 'Speak!' said D'Aubigne into my neck, so I said, 'Hullo, are you there, Carville?' And a thin, high, metallic voice, like a gramophone's, sounded among the noises. 'Yes, I am here. What's up?' 'Oh,' I said, 'I'm only trying this thing. How are you?' No reply for a moment, and then, 'I say, you don't mind if I cut you out, do you?' Having a beastly time with my port engine. 'Sorry,' I said."

William McFee worked out these predictions not as science, but as color for his novel, and the result is scientific. He says in the same book: "Let Science do her worst; humanity remains the same fascinating enigma."

The Golden Book of Congress

With bills galore, both wet and dry, Now Congress finds things quite a-rye. —Boston Transcript.

A Little Treatise on Patriotism Which Ended in Something of a Tiff

In the House, Last Tuesday

MR. BARKLEY: Will the gentleman yield?

MR. MOORE of Pennsylvania: Yes. MR. BARKLEY: The gentleman suggests that the government had great difficulty in putting over the Fifth Victory Loan among the people "supposed" to be patriotic. I would like to call attention to the fact that the people whom he "supposes" to be patriotic were patriotic enough to oversubscribe the loan nearly a billion dollars. [Applause.]

MR. MOORE of Pennsylvania: That did not come from all sections of the country. There were two districts that did not make up their quota, but I will not call attention to those two districts. I will say this as to patriotism, since the gentleman has raised the question: I think the boy that volunteered for the service, or accepted the draft in good faith, donned his uniform and went to the

'great white house that descended from the sky.' One of them fired off a gun and then the natives fell upon the three explorers and killed them. These reports were followed up by tracing parties sent out by Alston Churchill, and after two years the investigators came back with partial confirmation of the rumors.

Traces

"Traces of the balloonists, it was said, were followed for hundreds of miles, but it was impossible to find the tribe that was supposed to have killed them. The matter was thought important enough for a report to the Swedish government.

"Later, in 1909, a similar report was brought back from the Canadian hinterlands by a priest, Father Torquille, who had travelled extensively among the Esquimaux of the North and who spoke their language. The Esquimaux, he said, had often told him that years before three white men had descended from an Olmiak (one of the large Esquimaux boats) out of the sky and that they were in a starving condition. None of the white men, the Esquimaux said, was then alive, and the big Olmiak had been torn to pieces and used in various ways by the members of the tribe.

"The Swedish government, however, gave little credence to these stories, though it offered a reward for the production of any evidence which could be identified as the property of the ill-fated aeronauts or as part of the wreckage of their balloon."

other side of the water at \$30 a month was a patriot.

MR. BARKLEY: There is no difference between the gentleman and me on that.

MR. MOORE of Pennsylvania: But when it comes to the man that went into the Agricultural Department or any other department at a good salary and helped there while war was going on, there is a slight difference. When it comes to the man who buys a Victory Bond or a Liberty Bond setting up his patriotism against that of the soldier, I am a little skeptical. He has simply made the best investment on earth, I do not care from what section of the country he comes. [Applause.] He was not baring his breast to the enemy; he was doing a safe and shrewd business. There was no special patriotism in that; it was sound business. If the gentleman's state was so prosperous, if the gentleman's state raised certain commodities that went abroad in large quantities so that they could buy Liberty bonds and lay them away in a safe when other men were laying down their lives, it was fortunate, that is all.

MR. BARKLEY: I did not rise to interrogate the gentleman in order to compare the patriotism of those who bought bonds and those who fought. I can assure the gentleman that the people of my state did their full share both of fighting and buying bonds.

MR. MOORE of Pennsylvania: I made the comparison because the gentleman was trying to put me in a hole on the subject of patriotism. The gentleman from Kentucky, brilliant as he is, must get up earlier in the morning than 6 o'clock to do that.

MR. BARKLEY: Let me say to the gentleman that I was not trying to put him in a hole. I was trying to help him out of one.

MR. MOORE of Pennsylvania: I regret that I cannot let the gentleman

inject any more eloquence into my speech.

MR. BARKLEY: I have great respect for the gentleman's regrets, and therefore I will desist.

Improving the Tombigbee

Mr. Candler invites Mr. Moore to "a name of immortality"—offers him "first place on the scroll of fame, if . . ."

MR. MOORE of Pennsylvania: Will the gentleman yield?

MR. Candler: I always yield with great pleasure to my friend, for I am personally very fond of him, and he is a very useful member of this House. [Applause.]

MR. MOORE of Pennsylvania: Did not my good friend say on one occasion that the universe would crumble and come to an end if we did not make an appropriation for the Tombigbee River?

MR. Candler: Oh, no; I did not say that. I am liable to say anything and everything about the Tombigbee, and it all would be deserved, but it was not necessary to say it. The Tombigbee River, with its magic, necessity and beauty, pervades this country and even foreign countries, and because of the merit of its necessary improvement in the interest of navigation it speaks for itself. [Applause.]

MR. MOORE of Pennsylvania: I was only bringing the gentleman back to his first love. [Laughter.]

MR. Candler: I have never deserted my first love, nor my second—the improvement of the Tombigbee. The gentleman from Pennsylvania is a great believer in internal improvements. I invite him to a name of immortality in helping me to improve the Tombigbee. Will you join me?

If you will I will give you first place on the scroll of fame. [Applause.]

MR. MOORE of Pennsylvania: The gentleman has two excellent traits of character.

MR. Candler: I am delighted to have the commendation of my good friend. I wish he were as generous to the farmers of this country as he is to me, and would quit criticizing this bill. [Laughter.]

Objections, Retorts Et Cetera

Louder! MR. CLARK, of Missouri. Mr. Speaker, we cannot hear a thing over here, and nobody knows what that bill is. . . . I want to serve notice on the House that I am going to object to everything if there is not enough order so that the ordinary member can hear.

Invocation Mr. Blanton—Mr. Speaker, there is an old adage, "Let justice be done though the heavens fall," and I invoke that principle in voting upon this resolution to-day.

Et Cetera Mr. Saunders, of Virginia—I wish to state, without objection from the House, that immediately upon the adjournment of the House there will be a Democratic caucus held in this hall to consider certain matters.

The Week at Home

DIRECTOR GENERAL HINES declares that the government will need \$1,200,000,000 to cover the deficit in the operation of railroads.

Mr. Vanderbilt, president of the National City Bank of New York, who has just returned from an extended trip in Europe, in an address at the Waldorf-Astoria paints the situation on the European continent in the gloomiest colors and says that a catastrophe is impending unless help is quickly received. What Europe needs most of all, Mr. Vanderbilt says, is the restoration of its paralyzed industries and it is the duty and self-interest of the United States to lend assistance by extending substantial credits to the European nations.

Secretary of the Navy Daniels astounded Congress by dropping \$170,000,000 navy construction plans, because, he says, the United States ought to show her confidence in the league of nations.

Representative Graham, of Illinois, has introduced a bill in the House of Representatives ordering inquiry into the spending of war appropriations.

Wayside Points of View

Wrong Again

THE prophets who declared that the Winnipeg strike could not possibly last for more than a day or two at most will have to revise their estimates and get out a few more prophecies.—The Albertan.

Who Knows?

"Lawrence Normal Again," says a headline. Is the strike over, or isn't it?—Boston Globe.

Scum

When America's melting pot slops over and spills the scum, you get an I. W. W.—Toledo Blade.

Incontrovertible

Rome wasn't built in a day, nor by strikes and walkouts.—Detroit Free Press.

It Doesn't Come

Lenine says a world revolution is at hand. Nevertheless his domain as a colossal farrier is contracting instead of expanding.—Washington Evening Star.

Blue Reds

"Bolshevik Warship Sunk In Battle With British."—Headline. The Russian Reds have been beaten so often of late that they must be decidedly blue.—New Orleans Times-Picayune.

Quite Otherwise

The grandmother of the Russian revolution didn't intend the child to be a Bolshevik.—Indianapolis News.

It's Possible

Maybe Germany thought the Fourteen Points were to be converted into tokens of esteem.—Detroit Journal.

Merely Due Allowance

Flying across the ocean is such a stupendous and perilous undertaking that it would be unreasonable to suppose the first attempt could be consummated without some loss of life. Before many years transatlantic flights in safety will be taken as a matter of course—making due allowance for the occasional accidents which occur in ocean travel.—Kansas City Journal.

Eventually

Snow or hail, Rain or shine, Take it from me, The Germans will sign. —New York Evening World.

And No Time to Lose



—From The Grand Forks Herald

of Representatives ordering inquiry into the spending of war appropriations.

Senator New, of Indiana, introduces a bill in the Senate making the display of red or black flags and the advocacy of violence to overthrow the United States government a crime punishable by a fine of \$10,000 or imprisonment for five years, or both.

Senator Borah continues attacks on league of nations, saying that acceptance or rejection is a strictly party issue.

Senator Reed, leader of the Democratic opposition to the league of nations, has declared that under the covenant the white nations of the world might be outvoted by the colored peoples.

At New Haven, Conn., troops had to be called out to restore order after a mob of about 1,000 soldiers and sailors attacked the Yale campus, stoning the windows of several buildings and beating up a number of undergraduates. The disturbances continued for several days, the soldiers charging that they were jeered at by Yale students.

Revolution led by Francisco Villa spreads in Chihuahua. The United States government denies permission

to Carranzista troops to cross American territory in move against the Villa army.

Soldiers testify for Henry Ford in his \$1,000,000 libel suit against "The Chicago Tribune" at Mount Clemens, Mich., to the effect that they were retained on payroll while on guard duty on the Mexican border.

The state of Ohio goes dry after a wild night's celebration. Cleveland is now the largest dry city in the world.

Federal Judge Mayer in New York enjoins officials from interfering with 2.75 per cent beer.

In Baltimore a mob of Poles attack a Jewish parade protesting against massacre of Jews in Poland.

General Asa B. Gardner, Civil War veteran, and Colonel Robert Bacon, former ambassador to France, die at New York.

The American Women's Legion of the Great War has been organized at Washington, D. C.

Drive starts to raise \$2,000,000 in the United States for an Irish propaganda fund.

Senator Borah speaks in the Senate in favor of Irish freedom. Nation honors dead in world war in Memorial Day celebration.